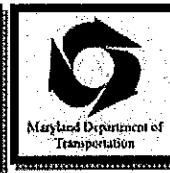


BRAC Implementation Update

October 5, 2009

Montgomery County DOT
Maryland DOT



Overview of implementation efforts

▶ Guiding principles

- ▶ Multi-modal solutions needed
 - ▶ Collaborative approach – federal, state and local
 - ▶ Emphasis on near term, consider long term
 - ▶ Community & stakeholder involvement
-
- ▶ *Recognize challenges and constraints*
 - ▶ need to prioritize, phase, coordinate



Challenges

- ▶ BRAC is bringing 2,500 jobs and doubling patient load, in a growing, urbanized area.
- ▶ By 2011, four intersections already projected to fail without BRAC
- ▶ 6, 700 daily pedestrian crossings at Medical Center Metro Station expected (2020)

	Existing jobs	2011	2020
Navy	8,000	10,200	n/a
NIH	18,600	n/a	22,000
Bethesda/Chevy Chase	88,016	n/a	96,624
County wide	500,000	n/a	590,000



Challenges

▶ *Funding*

- ▶ BRAC creates needs, but brings no new funding sources.
- ▶ Occurring during worst economic downturn since Great Depression

▶ *Time*

- ▶ It takes many years to plan, design, fund and construct major transportation projects
 - ▶ BRAC must be implemented by Sept. 2011



Implementation overview

- ▶ A balanced approach of transit, roadway, bike, pedestrian, demand management

1.) Ongoing efforts to implement BRAC

2.) Implement capital projects as funding becomes available

- ▶ Tier 1 – funding available/expected
- ▶ Tier 2 – funding requests pending
- ▶ Tier 3 – unfunded
- ▶ Tier 4 – long range planning



Ongoing efforts: Demand Management

- ▶ Navy has aggressive TDM goals
 - ▶ Increase workers arriving by transit from 11% to 30%
 - ▶ Increase carpool/vanpool from 13.5% to 24%
- ▶ Efforts include
 - ▶ Constrain parking, market transit benefits, promote van pool, car pool, telework, alternative work hours/schedules

Benefits – *reduce SOV significantly*

Required action: implement, monitor, evaluate shared NIH/Navy shuttle services



Ongoing efforts: Transit access

- ▶ **Market existing services**
 - ▶ Rail capacity available, high level of service
 - ▶ Employee shuttle
 - ▶ Served by 8 WMATA/RideON routes.
- ▶ Evaluation of future bus service adjustments
- ▶ **Rail access**
 - ▶ Initiate environmental planning and preliminary design - \$300k

Benefits –higher transit ridership, lower SOV

Required action: evaluation of bus service adjustments; use of existing P&R lots.



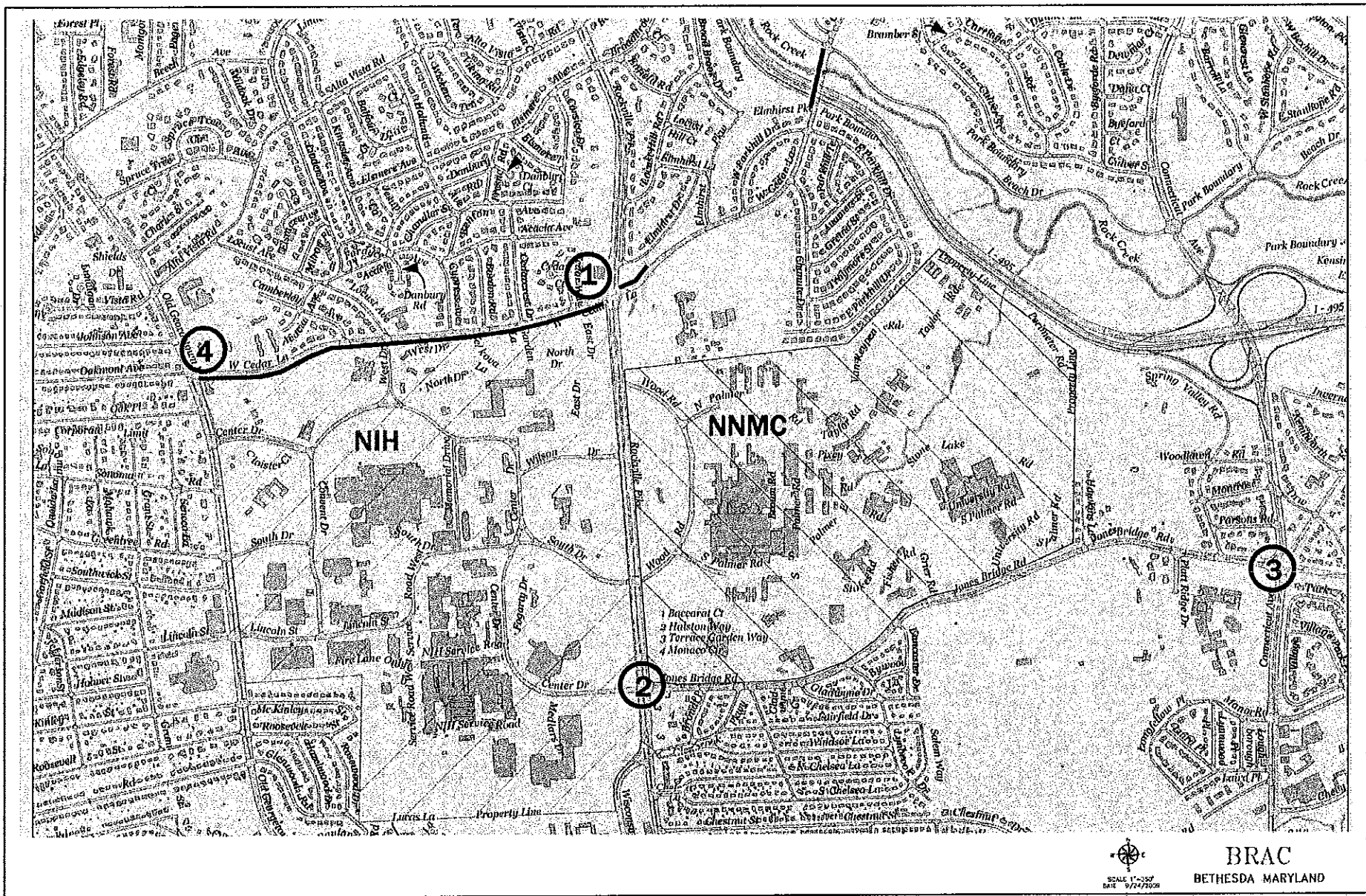
Tier 1: Bicycle and pedestrian

- ▶ Improvements to bike/ped network
 - ▶ Montgomery County DOT designing improvements (\$750k)
; seeking \$5 m construction funds
 - ▶ SHA including bike/ped improvements in intersection projects

Benefits – construct missing links in network, improve transportation choices

Required action: design, appropriation of construction funding





Tier 1 Intersection improvements

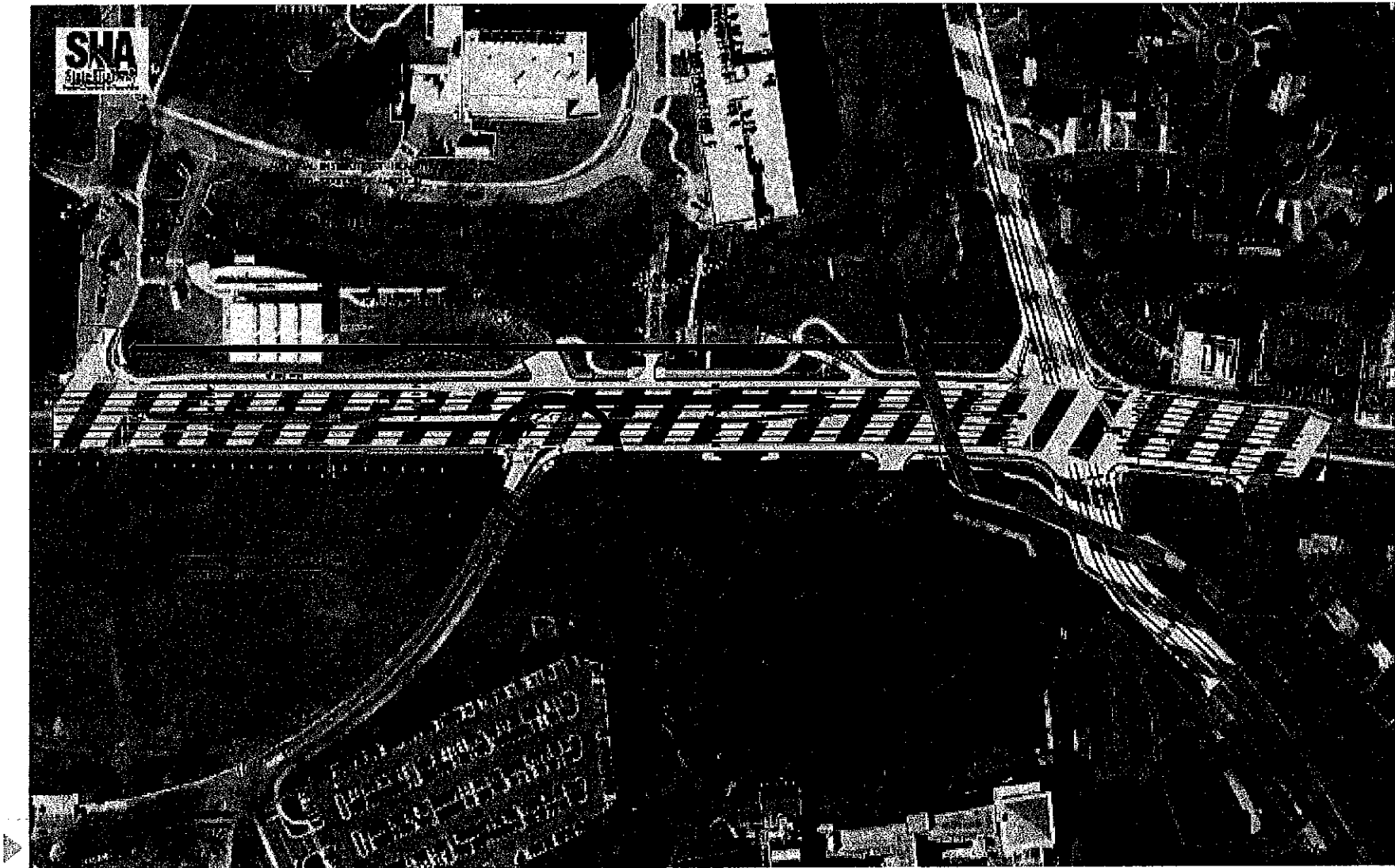
- ▶ Refined options based on public input
 - ▶ Efforts to minimize impacts, improve bike/ped
- ▶ Phasing: implement with available funding

Benefits: Reduce vehicle delay

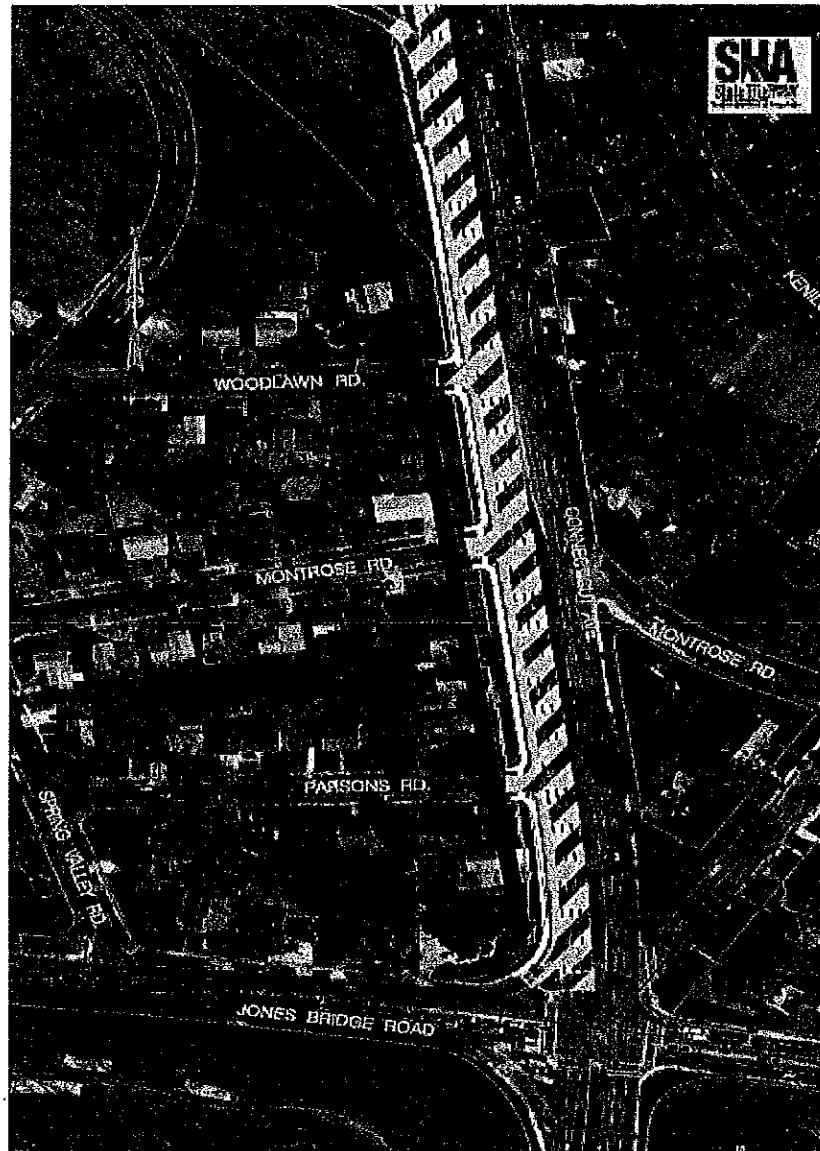
Required action: present to BIC, continue design, coordination, seek funding



MD 355 at Cedar Lane (\$25 M)



MD 185 at Jones Bridge Road Tier 1 phase



Tier 1: proposed intersection phases

► **MD 355 at Cedar Lane Tier I phases**

Benefits:

AM vehicle delay reduced by 36%

PM vehicle delay reduced by 46%

Equal or better traffic conditions to 2022.

► **MD 185 at Jones Bridge Road Tier I phases**

Benefits:

AM vehicle delay reduced by 42%

PM vehicle delay reduced 24%

Equal or better traffic conditions to 2018.



Tier 2 projects (request pending)

- ▶ Pedestrian underpass from Metro Station to NNMC \$40 m (TIGER/DAR)
 - ▶ MD 355 @ Jones Bridge Road \$5 m (TIGER)
 - ▶ MD 185 @ Jones Bridge Road \$6 m (TIGER)
 - ▶ MD 187 @ Cedar including bikeway from Charles Street to NIH \$7m (TIGER)
-
- ▶ TIGER decisions by Feb 2010



Tier 3 Projects (unfunded)

- ▶ MD 355 @ Cedar (phase 3) \$22 m
- ▶ MD 355 @ Cedar (phase 4) \$13 M
- ▶ MD 355 @ Cedar (phase 5) \$15 m
- ▶ MD 185 @ Jones Bridge Road – (phase 2) \$14m



Tier 4 - Long term

- ▶ Continued planning for transportation improvements, evaluation of options to inform master plans, priorities for project development & ultimately funding.
 - ▶ Examples: Cedar/MD 355, Beltway access, County BRT study, corridor studies, transit service
- ▶ WMATA core capacity

Required action: incorporate medical center /NIH growth in long range planning

▪**Tier 1** – funding available or soon (near term implementation)

▪**Tier 2** – funding request pending (intermediate)

▪**Tier 3** – no funding identified (intermediate and long range)

▪**Tier 4** – long range planning

Tier	Intersection / Project	Phases	Total Cost
1	Md 355 @ Cedar Lane	1 and 2	\$25,000,000
1	Md 185 @ Jones Bridge Road	1	\$4,000,000
1	Bikeway and Sidewalk Improvements on Cedar Lane, Md 355, Jones Bridge Rd. and signing	1	\$5,750,000
1	Preliminary engineering and Env. Assessment for Underpass	N/A	\$300,000
	Total Tier 1		\$35,050,000
2	Multi-modal underpass from Metro Station to NNMCC	N/A	\$40,000,000
2	Md 355 @ Jones Bridge Road	1B	\$5,000,000
2	Md 185 @ Jones Bridge Road	3	\$6,000,000
2	Md 187 @ Cedar including bikeway from Charles St. to NIH	1	\$7,000,000
	Total Tier 2		\$58,000,000
	Totals Immediate and intermediate range		\$93,050,000
Tier	Intersection / Project	Phases	Total Cost
3	Md 355 @ Cedar	3	\$22,000,000
3	Md 355 @ Cedar	4	\$13,000,000
3	Md 355 @ Cedar	5	\$15,000,000
3	Md 185 @ Jones Bridge Road	2	\$14,000,000
	Total Tier 3 (Intermediate and Long range)		\$64,000,000
4	Continued planning for long-range transportation improvements, evaluation of options - such as Cedar/Md 355, Beltway access, county BRT study, corridor study, transit services	N/A	N/A
	Total (Tiers 1-3, 2009 dollars)		\$157,050,000



Process, coordination and community involvement

- ▶ Continue Bethesda BRAC Interagency Workgroup, maintain integrated schedule of all activities
- ▶ Community involvement
 - ▶ BIC
 - ▶ BRAC Newsletter
- ▶ Next steps
 - ▶ Update BIC on BRAC Implementation efforts
 - ▶ Present proposed phased approach for intersections, benefits analysis
 - ▶ Pedestrian tunnel planning & public involvement
 - ▶ CTP update (mid-December)
 - ▶ Federal funding efforts

